



2001-2



Some of the members of SIBAA, gather in the auditorium at the Dossin Great Lakes, Maritime Museum on Belle Isle Detroit, Michigan at the start of the Conference, to hear the different presentations that will be given by members.

**JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



BACK ISSUES of *The Bottle Shipwright* are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each.

Politically correct ways of saying someone's stupid:

Some drink from the fountain of knowledge, but he
just gargled.
Takes him 1.5 hours to watch "60 Minutes".
Was left on the Tilt-A-Whirl a bit too long as a baby.
Wheel is turning, but the hamster is dead.

The Bottle Shipwright

Volume 19,

Number 2.

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FRANK SKURKA.....Vice President
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Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER- The Members of SIBAA
Gather at The Dossin, Museum.

BACK COVER- Come Sail Away
with Carl Weitmon.

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THAT IS ALL!

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

The Detroit Conference is now behind us and looking back on it, it was a good one. Seventeen members and eleven " significant others " attended the activities. Our thanks for a great event go to Joe and Helen Barr who handled all of the detailed ground work at Detroit; to Alex Bellinger who arranged for our demonstrators to be there and for our expert demonstrators who performed so well.

Also our thanks to the curator of the museum and his staff for making us welcome. Our thanks also to the members who came from all over the country to be there.

My hope is that everyone gained something from being together and are looking forward to attending another conference somewhere , sometime in the near future.

And last our thanks to all who sent in a SIB for the ongoing display at the museum. We and the public loved them, and a lot of film was used taking pictures of them for posterity.

HIT THE BOTTLE

Jack

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl.,34606.
E-Mail-bt1shprt @ innet.com.

Ray Handwerker



I think that one of the best things about the conferences is the renewing of friendships and the making of new friends.

You get to meet and converse with people from all over the country, you get to exchange methods, ideas, hints and tips. We wouldn't have missed this one for anything. Yes we had a long drive and the roads in Michigan were a horror, but it was still worth it. Just to finally meet people who contribute to this journal was great. And I was honored to receive not one but two awards. One from the association and one from the public voting for one of my Sib's. I was sorry that we couldn't stay for the business meeting, but I had to get back for my annual physical.

Now, it is time to start thinking and planning for the next one. It is also time to start putting away some pennies so that you can attend.

Now let's refill those bottle

WELCOME ABOARD NEW MEMBERS.

John O. Boland, 1117 Snyder Ave. Scranton, Pennsylvania, 18504
Christer Fowler, 13 Nesmith St. Derry, New Hampshire, 03038
Duane F. Nelson, 8637 Island Rd. Bismark, North Dakota, 58510
Thomas Reynold Jr., 2546 Villanova Ct. Vienna, Virginia, 22180
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Armada Zess, University Plaza, Ontario, L9H4H4, Canada

WELCOME BACK.

Donald Pearson, 3715 Laurel Dr. Deephaven, Minnesota, 55391

ADDRESS CHANGES.

Harry J. Neilan Jr. , 468 Main St. Apt.#218 , Niantic, Connecticut, 06357
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



The Peoples Choice First Place Winner built by Burton Reckles of Sugarland, Texas. On display at the Dossin Great Lakes Museum on Belle Isle Park, in Detroit , Michigan. April 2001-January 2002.



BOOKS

BY

Francis J. Skurka

SHIPMODELS

HOW TO BUILD THEM

By Charles G. Davis.

This small neat, 5 1/2" X 8 1/2" soft covered book is an unabridged, publication of the edition published by the Marine Research Society of Salem, Massachusetts and was reprinted by special arrangement with the Peabody Museum of Salem. Originally printed in 1925, Dover reprinted the original in 1986. The Peabody Museum is located in East India Square, Salem, Ma. 01970.

Charles G. Davis was a well known Naval Architect, merchant seaman and ship model builder. A contemporary of Captain Armitage McCann who wrote ship model building articles for Popular Mechanics / Popular Science magazines. Both men helped popularize ship model building as a hobby for several generations of American modelers in the years before and after World War II. His book contains 125 black and white line drawings and 18 black and white photographs of various types of ship models from several different museums and collections.

In his introduction he states, " If the model is to be merely a recreation in its making, with little or no regard for accuracy, it is quite a simple matter to make something that looks like a ship; but the lure, the enchantment in building these tiny ships, is in the ever-increasing desire to produce one more accurate, more Shipshape and Bristol Fashion, as sailors say, than the one previously made. Even after you can make a model of a ship and get correctly the proportions and shapes of spars and hull, there is ever a goal ahead to strive for, then you come to the advanced grade where no detail is too small to incorporate into your model-where the painting alone is almost an art ".

This 139 page book covers: Types of ships, kinds of models, preparing a block model, making the deck, constructing the hull, installing the rudder and transom, building deck furniture; Making; Anchors, bitt-heads, channels, deadeyes; Constructing masts and spars and a section on the tools used to make models. A glossary of common ship modeling terms is included.

The book centers on building a block model of a typical Clipper ship, in this case, the famous "Seawitch" which was built in New York, NY in 1846, designed by John W. Griffiths and entered in the tea trade. A 12"x18" lines and sail plan is provided along with a table of offsets and a belay-pin layout. A detailed account of rigging is not provided, but there is enough detail in the sail plan to enable a modeler to do a creditable job. This aspect will be dealt with in the next review.

This book costs \$7.95 plus \$5. shipping and can be purchased from : Dover Publications Inc. 31 East 2nd Street, Mineola, New York. 11501-3582; Fax (516) 294-9758 or www.doverpublications.com.



SPINDRIFT (Continued)

modelers, it appears to be a simple model to construct as the prototype has few projections and none of the complexity of currant destroyer profiles.



If you can't drink and drive, why do bars have parking lots?

If you jog backwards, will you gain weight?

4. *If you take an Oriental person and spin him around several times, does he become disoriented?*

SPINDRIFT BY F.J. SKURKA

Modern day safety razors come with one, two, or three high tech blades which are set into hard plastic frames to form a head about 1 1/2" long.

The blades are held in place by small aluminum clips which can be removed by carefully prying from the head with a scriber or similarly pointed tool. Once removed, the blades are fastened to an angle frame 1/32"x1/16", by squeezing this frame with smooth jawed pliers, the blade pops off, giving a blade which is 3/64" wide and 1 5/8" long. It is quite flexible and can be bent or curved to a tight radius. When fastened (epoxied) to a wire, this makes an excellent cutting tool for cutting rigging lines in a bottle. I do not know of any other flexible razor. If left on its frame it makes a rigid cutter. The blade can be broken into small lengths.

The USS Salem (CA139) the last of the U.S. Navy's Gun Cruisers, is now the central attraction at the U.S. Naval Shipbuilding Museum at the former Fore River Shipyard in Quincy, near Boston, Massachusetts. Salem and her sister ships, Newport News and Des Moines were the largest, most powerful Cruisers ever built, being more than 700 feet long, displacing 17,000 tons with the main armament of nine 8 inch automatic guns in three turrets. The Salem is the only Gun Cruiser on display in the United States. The Newport News was scrapped in 1994 and the Des Moines is in Philadelphia in bad shape and will probably go to the ship breakers. Sailors called the Salem "Witch" or "Sea Witch" and she served a 10 year career as flagship for the Sixth Fleet in the Mediterranean and the Second Fleet in the Atlantic.

In 1956 she portrayed the World War II German Pocket Battleship Admiral Graf Spee in the British Film "Pursuit of the Graf Spee". Stricken in 1992, she was moved in 1994 to Quincy and in 1995 was "re-commissioned" as a member of the Historic Naval Ships Association. Located at 739 Washington Street, in Quincy. This Museum can be reached at (617) 479-7900.

Dover publications, a discount specialty house (often mentioned in this journal's "Books" column) was bought out by Courier Corp, the Massachusetts printing giant, the fifth largest book manufacturing company in E commerce.

Dover can be reached on the internet at www.doverpublications.com. The Carnival Corp. has contracted with a French shipyard to build a 780 million dollar cruise ship which will be the longest, widest passenger vessel ever built. Scheduled for delivery in 2003, the Queen Mary 2 will sail summer months between New York City and Southampton, England and will be operated by Cunard. Three times the size of the "Titanic" the ship will be 150,000 gross registered tons, 1,132 feet long and will carry 2,620 passengers. A "really, Really, Big Love Boat."

When Admiral David Farragut gave the command "Damn the torpedos- full speed ahead", at the battle of Mobile Bay during the Civil War in 1864, he did not mean torpedos as we know them today; he meant mines. Mines were first used in the Crimean War (1854-1856) but caused no losses. The first ship lost to a mine was the USS Cairo in 1862, in the Battle of the Yazoo river. The USS Housatonic, in 1864, was the first major surface ship sunk by an underwater attack, when the hand cranked, Confederate States Submarine H.L.Hunley detonated a charge under her; The Hunley was also sunk.

In the beginning of October this year, the South Carolina Hunley Commission will begin tours of the vessel which was raised last August.

The U.S. Navy has awarded a \$5.4 million to the "DD-21 Alliance" to continue development of the Zumwalt Class Destroyer's. The "Alliance" consists of two corporate teams competing for the contract: the blue team headed by Bath Iron Works and the Lockheed-Martin Corp., and the gold team led by Litton Ingalls shipbuilding and Raytheon. The extra funds were allocated to meet changing criteria. The vessel will be all electric, employ stealth technology and look like a sea going stealth aircraft. For

- BOLT STRAKE** : In wooden boat construction, that plank (strake) in the hull to which the beams, (cross pieces supporting the decks) ,are bolted
- BONE: BONE IN HER TEETH** :The term for the foam which forms in front on a rapidly moving vessel.
- BONE, TO** : In the days of sail, there was a Boatswain named Bone who was light fingered and augmented his share of supplies with pilfered stocks from other ships.He was so famous, that any pilfering became known as boning. Today, cadets at Maritime Schools, Bone-up for exams with extensive study and cramming, usually with a "pony" which is a compilation of examination questions handed down from previous exams from previous classes.
- BOOBY HATCH** :A small hatchway on the deck of sailing vessels giving access to store rooms or steerage accommodations to the tween decks or half decks; a small hatch fore or aft of the main hatch; a companionway fitted with a sliding cover. The small round circular hatch with a back sliding cover and a small vertical ladder leading below is a scuttle.
- BOOT TOPPING** :A special protective paint used on the outside of the hull below the load water line which impedes the accumulation of barnacles and weeds. A thin strip of paint between the light and loaded water line, usually of a different color than the hull and bottom paint.
- BOOM** :A spar with many uses; traditionally a solid wooden spar tapered slightly toward both ends: (1) A wooden spar to which a sail is secured at its bottom edge. (2) in square rigged ships, a boom is an extension of a yard, the horizontal spar from which sails are hung and are known as studding sail (stun'sail) booms. These are rigged only when it was required to make the most of light winds. The booms are held in place on the yards by figure eight iron rings called stunsail boom irons. A vessel carrying such sails is said to be " booming " along. (3) In the fore and aft sailing rigs, the boom is a horizontal spar which is secured to the base of the mast by goose neck or boom jaws on each side of the boom and a parrel which is a leather or metal collar fitted around the mast. (4) A spar rigged out from the side of a ship to hold off smaller vessels (boats) tied to the boom and to keep them from banging against the ship. (5) A pair of spars extending out from the side of a vessel which support an out rigger. A small hull or pontoon set parallel to the main hull for stability. (6) A barrier or line of floats or logs secured end to end to form a floating chain to obstruct or restrict the mouth of a river or harbor.(7)In logging operations, large log rafts are held together when floated down rivers, lakes or streams by booms as explained above. (8) In large sailing ships, the space between the foremast and mainmast where spare spars were stowed on board and the larger ships boats were carried on the booms when the ship was at sea either in crutches (cradles) or between the spar yards themselves.



OLD FUDS SHOW THE YOUNG STUDS

By Frank Skurka.

On 10 January 2001, a 58 year old relic of World War II, the LST 325, (Landing Ship Tank) , sailed into Mobile, Alabama, to a tumultuous welcome from friends, relatives, Coast Guard and local officials. The crowds cheered, the bands played and cannons saluted the 28 "old geezers"- average age 73- who sailed the old amphibious assault ship on a 6000 nautical mile, 58 day voyage, from Souda Bay, Crete, into Mobile Bay, where during the Civil War (1864) Admiral David G. Farragut shouted his famous " Damn the torpedos ! Full speed ahead!". Fire boats sprayed red white and blue plumes, helicopters and small planes flew overhead, while hundreds of small boats filled the bay and sounded whistles and horns and large banners with " Welcome home Veterans " flapped in the breeze. The old salts pulled it off and brought the old ship back to the U.S.; They made " The long voyage home ".

The odds makers, nay sayers, Coast Guard Officials and a lot of other people, including the smart money crowd, bet that the long neglected and almost wore out ship would never get underweigh. A group of LST Vets had long searched for a ship to turn into a museum and Greece gave them the 325, which had been given to them by the USA long after the ship had been in the Normandy invasion on D-Day. After many months of donated labor, fuel and money, they sailed from Crete on 14 November 2000, but had to pull into Gibraltar for repairs to the starboard engine, which broke down when they were in the Med. Arriving in Gib on the 30th of November, they departed on 12 December for a 4800 nautical mile trip across the mid-atlantic in winter, which is not a nice place to be at that time of year. The Coast Guard advised against the crossing, because of storms, heavy weather and the age and mechanical condition of the vessel. Hoping for better and warmer weather, they swung south for a couple of hundred miles with the hope of picking up following winds, which never happened. With a course set for the Bahamas, encountering head seas and headwinds, the shallow draft, slab sided 328' vessel took a beating on a rough crossing. On a good day under the best of conditions, a new LST could do 10 knots. The 325 was averaging 8-9 knots. In ballast, riding near empty, 20 degree rolls were common and the ships 900 horsepower diesel engines needed a lot of repair. The port engine developed a bad oil leak requiring a stop at Nassau in the Bahamas to pick up 500 gallons of lube oil, so the ship could be nursed into Mobile. During the crossing a crack showed up in the starboard engine's cooling water manifold (water jacket keeping the engine from overheating). The crew " jury rigged" it with caulking and wood to seal the leak.

Watches were four hours on and eight hours off, with lots of time "Turning to" for repairs. They arrived and departed Nassau on 4 January and steamed into Mobile 6 days later. The crew wants the ship to be turned into a floating museum, which would periodically steam from one port to another, so that American's can learn about LST's and the vital role they played in World War II and the Korean War. It will take a lot of money and the USLST Association are hoping for donations to build up the \$85,000 fund they now have. The Captain , Robert Jorlin says that both engines have to be rebuilt, the hull inspected and the entire ship scaled and painted." Five or six million would be a good start" he stated. The crew worries, Gary Lyon 68 of Roseville, Minn. says " That's the major No.1 concern, did we bust our asses for 5 months for nothing ?".



CSS HUNLEY RESTORATION.

by Frank Skurka.

Scientists in Charleston, South Carolina, began cleaning silt from the Confederate Submarine "H.L.Hunley" this past January, beginning the investigation of this famous vessel and removing the remains of it's nine member crew. During the Civil War, this vessel was the first to actually sink an enemy warship with a spar torpedo designed to explode after being rammed into the ships wooden side. During the two trial runs, the sub sank and both crews were lost, including one of the ships designers, H.L.Hunley.

The 39 foot long, human powered sub, constructed from locomotive boilers, with a third crew, commanded by Lt. George Dixon CSN, attacked the Union warship "USS Housatonic" off Sullivan's Island on February 17. 1864.

Part of the Squadron blockading Charleston, the "Housatonic" sank, but so did the sub, along with its entire crew. It was found a few miles away in 1995 and was raised in August 2000. It now rests in a specially prepared water tank in the former Charleston Navy Yard.

Specialist's will open the crew compartment, remove artifacts and any remains which will be buried this year in the "Hunley" plot in Charleston's Magnolia Cemetery next to the two earlier crews. The excavation and conservation of the hull is expected to take several years and the vessel will be displayed at the Charleston Museum.

A question has arisen which has increased publicity for this famous sub-Who first discovered it? The state of South Carolina officially awarded the discovery to the famed treasure hunter and novelist Clive Cussler in 1997. Now, Lee Spence, underwater archaeologist and publisher of shipwreck books, disputes the claim and says that 20 years earlier he found a piece of the wreck when clearing a fish trap. He stated that "it was only a matter of seconds, because the crew pulled the trap free, I was afraid to push my luck and I didn't have enough time to explore further". He has a map hanging on his office wall where he scratched an "X" and wrote "It" next to it in pencil.

As that famous old comic, Jimmy "Schnozzola" D'urante used to say---

"Every body wants to get into the Act"!!!

A familiar face?

(from the editor).

Quasimodo decided that after so many years of ringing the bells at Notre Dame that it was time to move on. But before he could leave the bishop told him he would have to make sure he had a replacement for the ringing of the cathedral's bells was very important.

So Quasimodo puts an ad in the local newspaper for a "Bell Ringer". It's a difficult task and many of those who answered the ad turned away after they realize that they have to climb five stories to the bell tower each time the bells had to be rung. A few answered the ad but he could find no one talented or interested enough to take the job.

Finally a little man with no arms applies for the job. Right away Quasimodo is skeptical and asked, "How do you expect to ring the bell with no arms?" With that the little guy runs across the belfry, takes a running leap and strikes the bell with his head. Quasimodo is amazed for the bells chime as never before. People in the near by neighborhood are stopped in their daily duties as they hear the wonderful peals of the bells. They rush to the cathedral to see what miracle has transpired. Quasimodo is still somewhat skeptical and asks the little man if he could do that again.

With this, the little man runs across the belfry, trips, misses the bell and falls five stories to his death. Quasimodo runs down the stairs as a crowd gathers to see who had rung the bells. Quasimodo is heartbroken for, despite the man's handicap, he had found someone who could do his job. He wonders who this hapless man could be and asks if anyone knows his name. A stranger steps forward and says --- now don't be angry with me for this --- "I don't know his name, but his face rings a bell". (thanks Dave Fischer)

Detroit Conference- 2001
Jack Hinkley-Kai Cho

Dodie (Mrs. Hinkley) and I took off on the morning of April 27 driving from Pittsburgh to Detroit and arriving at our motel in Dearborn, Michigan at around 1615 to find Ray Handwereker, Don Pearson, Gil Charbonneau and Alex Bellinger already congregated in the motel lobby lounge and ready to go. Don Hubbard was upstairs (aloft). After greetings were expressed we checked in and shortly headed to the Museum which was about 20 of the roughest roads that you ever drove on miles away.

The Museum is privately owned by the Dossin family of Detroit who were the owners of the famous racing boat MISS PEPSI, the hull of which resides in a section of the Museum. The Museum contains a largen number of Great Lakes maritime and other artifacts.

On arriving at the Museum I was disappointed with the arrangements at that had been set up for us when I saw them. On a visit to the Museum in October we had arranged to have all of our activities in the main hall where there were chairs, a dais for speakers, screen for slides etc. at the front of the hall and space at the rear for tables for the Show and Tell models to be placed for the public to view for our Show and Tell competition. I found that the Show and Tell tables had been placed in a room across a hall. This necessitated some one being there to watch the models and the items that we had for sale. Joe Barr had asked me if I would be there at times and he at others as he wanted to see particular demonstrations. I had seen them before so I volunteered to man the second room thus I did not see any of the demonstrations.

Along the right hand wall of the main hall were glass cases in which the permanent display models had been installed. There were over 30 models on display for the public to view on days when the Museum was open. Some models had been added to the display as members arrived for the Conference. The cases in which the models were displayed were in sections with four levels of glass shelving supporting them. In the upper right hand corner of each section was a nicely prepared and decorated shield with the names of the ships and their builders printed on it. The public were able to move along these shelves to view them and vote for their favorite model at the same time as the demonstrations were being conducted in the main section of the hall. Large windows composed the left wall exposing a view of passing lake steamers to anyone looking in their direction. This was traditional 'beginning of fitting out' day for these vessels but it appeared that some were already at work. There were a number of case models of lake craft displayed about the hall.

In the room in which the Show and Tell models were displayed there were a number of long tables and it was here that coffee and cookies, supplied by the Great Lakes Maritime Institute, greeted the members as they gathered and set up their S&T models on Friday evening and where we ate our lunch of cold cuts, coffee, sodas and leftover cookies etc. for lunch on Saturday.

The wife of the track coach that I help with volunteer work is a computer whiz who has turned out some snazzy banners so I asked him to ask her if she would make one for me about three feet long that I could mount on a piece of hard board and place on a table where it could be seen. I had a color copy of our logo which I placed at the left end of the banner which read THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA in large blue letters beneath which was printed...preserving a venerable nautical craft in smaller red letters. Later that same evening here came 'Coach' with a banner that was about 15 feet long and 9 1/2 inches deep. It was gorgeous. I envisioned it being placed in the glass cases where the ships were. However upon looking at the cases I discovered that having the banner inside of the cases was impossible because of the partitions that created the sections. The banner was hung over the doorway into the Show and Tell room. Looked great! There was no charge for the banner so I sent a 'thank you' note to Mom Coach in behalf of the Association. I also gave her a photo of the banner as it hung over the doorway.

There were a large number of Show and Tell models so the competition to have the public select winners went well and I think it was a good idea as it gave the members a reason to bring their best models to show and for three an opportunity to receive an award for their work that had been exposed to and popular with the public. Joe had had three place ballots printed and a slotted box in which to drop them after being filled out. There were two dozen short golf pencils and a box marked 'Please return pencils' and strangely enough we got them all back guaranteeing that if we do this again we will have pencils. FIRST PLACE went to Burton Reckles from TEXAS for his *THERE ARE SEVERAL TECHNIQUES FOR BUILDING A SHIP IN A BOTTLE*. This was a board with three different methods of bottling a ship on it. One was a small square bottle lying on its side. Inside of the bottle was a man attempting to pull a small sailing vessel inside by tugging on its rigging. The interesting thing about this is that the small vessel was damaged enroute to the museum by a carrier. As soon as the damage was discovered the Museum called Burton and told him about it. Immediately upon his arrival in Detroit he went to the Museum and repaired the model. Made it look like new. SECOND PLACE went to Ralph

Preston for his ATLANTIC and THIRD PLACE to Ray Handwerker for his CROSSING THE BAR.

Ray Handwerker was awarded the HUBBARD AWARD and Don Hubbard received the FOUNDERS AWARD. Both given to these men for long and outstanding service to the Association. All of these awards were made after dinner at the Country Kitchen Restaraunt.

Dodie Hinkley and Helen Barr had arranged a tour of the Ford House for the ladies on Saturday while we guys were doing guy things at the Museum. They met at 10 AM at the Museum and soon took off. The tour was of the House and grounds with a lunch included. Later in the day the ladies came back to the Museum until it closed and everyone headed for the restaraunt for dinner.

There were social gatherings in Ray's room Friday and Saturday evenings where there was much scuttlebutt passing and rag chewing.

Sunday morning brought the business meeting at 10 am at the Museum and it was not as well attended as we would have liked. The remainder of Ralph's presentation took a bit of time and Hub took over the dais.

Some of the items which were discussed were:

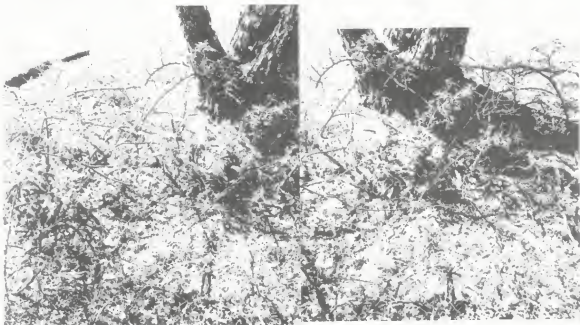
1. Returning dues to the \$20.00 level.
2. Sending a letter to old members asking them to rejoin.
3. Sending the Bottle shipwright to those who have e-mail.
4. Enclose an addressed envelope in a copy of the Bottle Shipwright to members who owe dues to send them in.
5. Have the Bottle Shipwright printed in a more competitive location.
6. Develop a web page for the Association.
7. Reduce the number of "honorary" members receiving gratis Bottle Shipwrights.
8. Eliminate advertising except for advertisers currently paying.
9. Input to the Bottleshipwright.

None of the above are set in stone except the reduction of dues which is being questioned by some as being prudent in view of rising costs including postage.

One major item that was not discussed at the Conference and that is that some serious thought be given to replacing us aging warriors. Give it some thought as the time approaches if we want the Association to survive.

A social note: At the end of the sidewalk in front of our motel rooms there was a scraggly little tree and some weeds. If one looked closely into the weeds one could make out a mother duck on her nest. Never moved except to change ends even while being gawked at by strangers. Probably the most photographed mother duck in Detroit.

It was a good Conference. Short, to be sure, but I think that new friends were made, old friends met once again. Everyone an opportunity to learn much from our experts. Sixteen States were represented. A good time was had by all. Let's do it again, somewhere, soon.



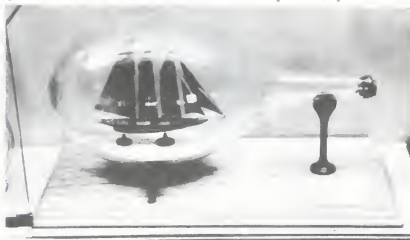
FIND THE MOTHER DUCK SITTING ON HER NEST.
(hint : look at the very base of the tree)



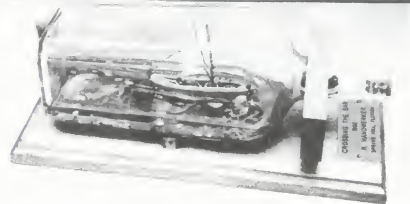
Of the eight new members we welcome in this issue, half come with no mention of experience. They are John Boland, of Scranton, Pa., Thomas Reynold Jr. of Vienna, Va. Duane Nelson, of Bismark, N.Dak. and Amarda Zess, of Ontario, Canada.

Two other new members I met in Detroit, Christer Fowler, of Derry N.H. and Anthony Spatt, of Harper Woods, Mi. Chris has been building for 30 years and specializes in 18th and 19th century sailing vessels. Anthony is looking for help and information on building segmented hulls and sib plan availability. Both of the other new hands have no experience with building Sib's, both come from Canada. Mike Spencer has had experience building full size ocean going ships, and has raced yachts. Martin Stroud has been building working scale model ship for years. Both have read Don's book. (Martin- since i'am getting old and blind could you please send your e-mail address printed larger so i can put it in the journal?).

Welcome aboard gentlemen, and remember that this journal is about you, what you do and how you do it. Have an idea, a tip, a different method for doing something, a question, or need some help. Have some photo's of your work? send them in, we will try to help.



Top photo.
The Peoples Choice
Second place winner
"Atlantic" built by
Ralph Preston of
Hinesburg, Vermont.

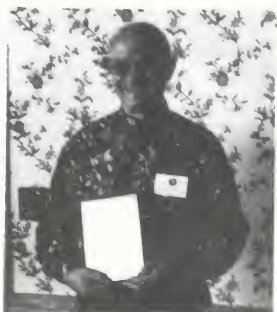


Bottom photo.
The Peoples Choice
Third place winner
"Crossing the Bar"
built by Ray
Handwerker of Spring
Hill Florida.
(oh ! thats Me.)
These will also be on
display at the Dossin
Great Lakes Museum on
Belle Isle Park, in
Detroit, Michigan.
April 2001 through
January 2002.



Above, L-R, Don (C.L.) Bradley, Alex Bellinger, Don Pearson, Gil Charbonneau. Below, L-R, Chris Fowler, Saul Bobroff. Lower Left Ralph Preston. Lower Right, Carl Weitmon and your editor, Ray Handwerker. Photos By Jack Hinkley. Taken at the wine and cheese party in the editor's room.





Burton Reckles, Peoples Choice First place award. at the Conference in Detroit, Michigan 2001.



Above. Ralph Preston, Peoples Choice Second Place award. at the Conference in Detroit, Michigan, 2001.



Left, Don Hubbard, Founders Award , presented at the Conference in Detroit, Michigan. 2001.

Below. Ray Handwerker, Peoples Choice Third Place award, and the award for Outstanding Contributions to SIBAA. At the Conference in Detroit, Michigan



Right, Jack Hinkley with his first Sib, after presenting the awards.

Notes From The Membership Chairman

More good publicity! There is a six months long miniature show about to launch at the San Diego Maritime Museum, and ships-in-bottles are part of the featured models. On my return from the Detroit show I was contacted by Bob Crawford, curator of models at the Maritime Museum, and asked to lend them some bottled models for the pending show. The show is not a ship-in-bottle show, but they were considerate enough to have some of us represented. They had already contacted one of our members John Fox III in Wisconsin, who models had already arrived when they called me. I gave them four of my models, two of which represented San Diego based vessels and I also entered one of Juzo Okada's superb models. I have seen the preview of this show and want to highly recommend it to anyone visiting in San Diego during the aforementioned period. The models are all housed on board the 1898 San Francisco ferryboat, Berkeley in the Gould Eddy Gallery on the lower deck. Believe me there is some terrific work on display. Also on display is a permanent collection of bottled ships on board the 1863 iron-hulled sailing ship, Star of India. This consists of a large number of models built by the late Vic Crosby as well as some models contributed by participants on our 1982 International Show. I have talked to the docents about our Association and given them my telephone number. I could not convince them to hand out applications however. The whole museum complex is very worthy of a visit. *The show will run from June 15th until January 1st, 2002*

DUES! I am sure you are aware that the Ships-In-Bottles Association is an all volunteer effort with no compensation going to the staff which produces our magazine and runs the back office, nevertheless, we still face the problem of paying for the printing, collating and mailing of Bottle Shipwright, as well as for the expenses of letter writing, photography and related items. We are trying to keep your costs to a minimum, and have lowered the dues with that in mind, but it is your dues that make this possible, so I would ask you to do three things to help us out. **First**, please pay your dues promptly so that we don't have to send follow up letters. We are enclosing a self-addressed envelope to help you do this. Your membership expiration date is on the mailing label that brought you this edition. **Second**, if you know any other model builders who might enjoy membership in our Association, invite them to join. You'll be doing them a favor as well as helping the organization. New members not only mean increased dues, but along with yourselves they become a potential source of manuscript material which can find its way into these pages. **Third**, if you have any demonstrations or local shows, let the newspapers know about it and mention the Association. Media attention really IS a way to attract new members who may be into modeling but have never heard about SIBAA.

Nice things happen. At the Dossin Maritime Museum show in Detroit Jack Hinkley presented me with a beautiful Founder's Award plaque commending me for my service to the Association. I hadn't given it much thought before, but I counted up the years and discovered that I had been involved with this association and its French predecessor, Bateaux en Bouteilles since 1979. Our Association was created in 1983 following the First International Ships-In-Bottle Exposition on board the San Diego Maritime Museum's Star of India. I want to thank everybody involved and especially Jack Hinkley, our President, who has been there right along for about 21 of those years shouldering the load that has made the Association successful.

Don Hinkley



The Best of Bottle Shipwright

MAKING A SEA FOR A CALM WINDLESS DAY

by Robin Harris

From Bottle Shipwright #1 1984

I am often asked, "Is there another way of putting a sea in a bottle?" When we work with putty, rolling it, pushing and pressing it into a bottle, and then waiting for it to dry, this question can arise. Well, all modelers are inventive by necessity, so it wasn't long before an idea arrived. Why not use casting resin? Poured through the bottleneck it becomes a calm flat sea, add a few stones and you have an island harbor waiting. Here is what you'll need:

- Squeaky-clean bottles
- Clear casting resin w/catalyst
- Resin tint
- Acetone
- A clear plastic hose that fits inside bottleneck
- Funnel

Technique: Clean your already squeaky clean bottles with acetone and allow to dry. I rinse my bottles with a bit of vinegar first, or you could use a weak bleach solution. Mix the resin following directions on the can. If you are tinting the resin, mix in the tint color before adding catalyst. Be careful with the catalyst. Use the minimum amount. This allows for a slow 24 hour drying time, which works best, and allows some leeway for mistakes. Insert the plastic hose and using funnel pour in resin. It is important to keep bottle from tipping to prevent resin from leaving marks on side. Set the bottle aside to allow resin to harden before inserting your ship. If the resin does not harden in the expected time, heat the bottle slightly to speed the action (If you have one, a gas oven warmed by its pilot light works well.)

If you have gotten resin on the glass inside the bottleneck clean it up with the acetone before it hardens. If the bottle was not squeaky clean and free from its alcohol residue the resin may not adhere to the glass. Never fear, glue it down with fast drying white cement and sail on! ROBIN HARRIS, Oakland, California

NOTES ON SOUTHEAST ASIA OBJECTS IN BOTTLES

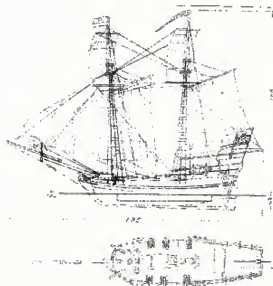
by Russell R. Rowley

From Bottle Shipwright #1 1984

In Southeast Asia I have seen Buddhas in upright bottles. I was usually unable to examine them closely because they were always on family alters and I felt that I might be imposing. However, as nearly as I could ascertain they were made by Buddhist monks. One special bottle I saw was in Sri Lanka, and it contained scenes of Buddhist celebrations on the inside. The gentleman who owned the bottle had it in the window of his jewelry shop in Hikkadewa. It wasn't for sale and the owner said that it was quite old, but this didn't appear to be true since the bottle had a screw top with an aluminum cap.

There were four levels or decks in the bottle and each one had several figurines and small pieces of furniture, landscape, etc. glued to it. I believe that each level represented one of the four noble truths of the Buddhist philosophy. The figurines were made of the pith of a certain local tree and the garments they wore appeared to be of a fine light cloth, saffron in color, that was glued to their bodies. The pith was almost like styrofoam in texture with faces painted directly on the material. The owner told me that the pith could be found along the beach after a big storm. I believe the material must be pretty resilient since some of the figures appeared to be larger than the bottle mouth. The interior decks were supported by curved pieces of wood glued to the inside of the bottle. The decks were made of a single ply cardboard attached to the supports. The cardboard had a thinner piece of colorful paper glued to the top to cover the wrinkles made when it was rolled up and inserted. The cardboard did not appear to buckle at all from the weight of the figures. This was probably due to the fact that each deck was attached at points all around the circumference of the bottle and also because of the lightweight of the pith figures. My guess is that the decks were rolled up and inserted and then cemented at one point. After the glue set the cardboard was probably unrolled and the remaining attachments made.

One of the more interesting scenes in this bottle was on the third level down where a cremation scene was depicted. Cotton was used to simulate the smoke of the fire. All in all the work appeared to be very time consuming but it produced quite a pleasing effect to the viewer.



I discovered this great plan for HMS Halifax in the Japanese ship-in-Bottle newsletter *The Ship Bottlers*, No. 61, 1997. Of course the building instructions were in Japanese, but the Japanese build their bottled ships differently than we do, so the information would not be of too much help to you. (They build their ships with the bow pointing to the base of the bottle, and the masts are not hinged but slip into holes pre-drilled in the hull). Anyway, I thought this was an interesting representation which any builder could easily modify to make a Western style bottled model. If any of you do, please take a photo and send it along.

Don Hubbard

*If tin whistles are made out of tin, what do they make fog
horns out of?*

If white wine goes with fish, do white grapes go with sushi?

I received a letter from Micro-Mart in February concerning my request for them to carry the 12" crocodile action ear polypus. They told that my request had been sent to the Products Manager for consideration. If anyone places an order to Micro-Mart in the near future, could you please ask the Customer Service Operator about the status of the 12" polypus. I don't know about you, but I could really use this instrument.

I was surprised to see my hint for drilling holes in glass bottles filled with ice water in the 2001-1 issue. I wrote to Mr. Handwerker and asked him about publishing the idea and my concern of the dangers. Since the cat is out of the bag, I will elaborate on the technique.

- Only use a cordless drill, never an electric drill.
- This should be obvious but drill from above, never below or to the side of the bottle.
- I drill in the sink so that if a bottle does break the mess will be contained.
- I use the Carbide Router Drill bits from Micro-Mart, catalogue #'s 60717, 60718 and 60719.
- I have been unsuccessful drilling through Pyrex type laboratory glassware. It has cracked both times that I attempted it.
- If you are drilling more than one hole in a bottle, drill all holes equally so that the holes are completed at near the same time. This allows the glass to cool better and once a hole is completed, water will begin to leak through it.

I have included two pictures of SIB's, The J.T. Wing and Walk-in-the-Water that I completed earlier this year. I drilled holes in the bottles with the above technique to mount the ships. Both plans of these ships were obtained at the Dossin Museum in Detroit, MI in the Fall of 2000 and I plan to bring them to the meeting.

Steve Moseley
Cincinnati, OH

J.T. Wing









Walk-in-the-Water



HOW TO MAKE LITTLE FOLKS.

(For non-woodcarvers & klutzes like me)
Robert F. Frederick.

1.  Rough-up shank of a small pin.
2.  Tie thread or fine wire for arms.
3.  Apply super glue. Trim arms.
4.  When Dry- coat with acrylic paste.
5.  Paint as desired. Mount model where legs are not conspicuous.
6.  Fine (32 Ga.) wire will make a base frame for ones with legs. Follow # 1-5.

Note; Thread arms will bend when the item is finished, but will slowly return to the unbent position.
Wire arms and legs will stay.
Also good to make animals.

CARL WEITMON , CONTINUED FROM BACK COVER.

Weitmon started with other models

Ships

ation of America. "I'm listed first on the Iowa membership list," he said with obvious pride. He's taking one of his latest creations to the national convention in Detroit later this year.

He said that over the years he has sold about seven of his ships in bottles. "I got \$75 to \$80 for them. I could probably double that on either coast, but not here, not in Iowa," he said.

Weitmon took his childhood hobby of building model ships and planes to a new level

about 30 years ago when he took on the task of building a model of the ship Endeavour. He said he saw a picture of it in National Geographic magazine. "I told myself I was going to build that someday," said Weitmon. His finished work, now in the Kinney Museum, is 4 feet long, 3 feet high and 16 inches wide.

He said he drew up some plans and decided on a design that was one-fourth of an inch to one foot in scale of the original ship that was 106 feet long and 29 feet wide.

Weitmon said his second love is building and flying remote-control model air-

planes. He also has an extensive rock collection.

In addition to all of this, he was quite a singer in his day. Weitmon was a member of the River City Barbershop singers for 10 years and was Barbershopper of the Year in 1979.

He made his living with the Chicago & Northwestern Railroad, work that included the repair and rebuilding of box-cars.

Now he still builds and rebuilds, but he has a special requirement for his newest craftsmanship.

It has to fit in a bottle.
Reach John Shipper at 424-8637 or
john.shipper@att.net

MEMBER, Hector Sepulveda of Norfolk Virginia asks if anyone has a method to create figureheads for ships in bottles ?
Can anyone help / please let me know .

If swimming is good for your shape, then why do the whales look the way they do?

Show the flag and support your Association by displaying our fine emblem!

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Mr. Adam Mello
1606 Harley St.

Calistoga, Ca. 94515.

DO NOT SEND CASH--Check or money order only.
Made payable to Ray. Handwerker, 5075
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HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

FOOD FOR THOUGHT

A dietitian was once addressing a large audience in Chicago. "The material we put into our stomachs is enough to have killed most of us sitting here, years ago. Red meat is awful. Soft drinks erode your stomach lining.

Chinese food is loaded with MSG. Vegetables can be disastrous, and none of us realizes the long-term harm caused by the germs in our drinking water.

But there is one thing that is the most dangerous of all and we all have, or will, eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?"

A 75-year-old man in the front row stood up and said, "Wedding cake."

Show the flag and support your Association by displaying our fine emblem!

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THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$ 25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

APPLICATION FORM

Full name: _____ Date: _____

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City: _____ State: _____ Zip: _____

Telephone: _____ E Mail: _____

Please briefly indicate your interest and experience with bottled ships: _____



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COME SAIL AWAY



WILLIAMS/Photo: The Globe Company

Carl Weitzman has been building model ships all his life. Now he is tackling the challenge of building them in bottles.

Like ships that glass in the night

Hobbyist preserves sailing models by bottling them up

By JOHN SKIPPER
Of The Globe Gazette

MASON CITY — Carl Weitzman has been fascinated with making model ships since he was about 10 years old.

"It's always been a love of mine. I remember getting airplane glue all over my mother's good tables when I was a kid," he said.

One of his creations, a replica of Capt. Cook's ship, the *Endeavour*, is on display at the Kinney Pioneer Museum.

It wasn't until about 10 years ago that Weitzman added a new challenge to his hobby. Now he builds ships in bottles.

"There's a trick to it," said Weitzman, who says his age is "74 steppin' on 75."

The first thing, he said, is finding the bottle. Then you design the ship to fit the particular bottle. The more masts the ship has, the more difficult the project, he said.

"You have to go through a three-quarter-inch opening. And to do that, you have to fold the mast, curl the sails and slide it in," said Weitzman, who retired in 1985 after more than 30 years as a railroad worker.

He has created several stoves to help him with his work. One, which he calls a

job boom grabber, is a long piece of wire that Weitzman can slip into a bottle, allowing him to make adjustments on the ship he has placed inside.

Another device, which has no name, is a tiny paint bucket which is smaller than a thumbnail. By placing it inside the bottle, he can do some touch-up paint work without stirring a brush in and out.

Part of the artistry begins with the selection process. "I look at liquor bottles with a whole different perspective than most people," he said with a chuckle. "I'm not interested in the liquor. I want the bottle. There's a par-

ticular gin bottle that's a favorite of mine," he said. "And I don't even drink gin."

Weitzman said he stops frequently at the Mason City Recycling Center to see what kinds of bottles have come in. "I also have my name in at the liquor store and they keep an eye out for me for unusual bottles," he said.

"I got started in this when a buddy of mine came over about 10 years ago. He had gotten a kit from one of his boys and wanted some help. It was a kit on how to build a ship in a bottle. We put it together and that was the start of it for me."

Now Weitzman is a member of the Ships-In-Bottles Associ-